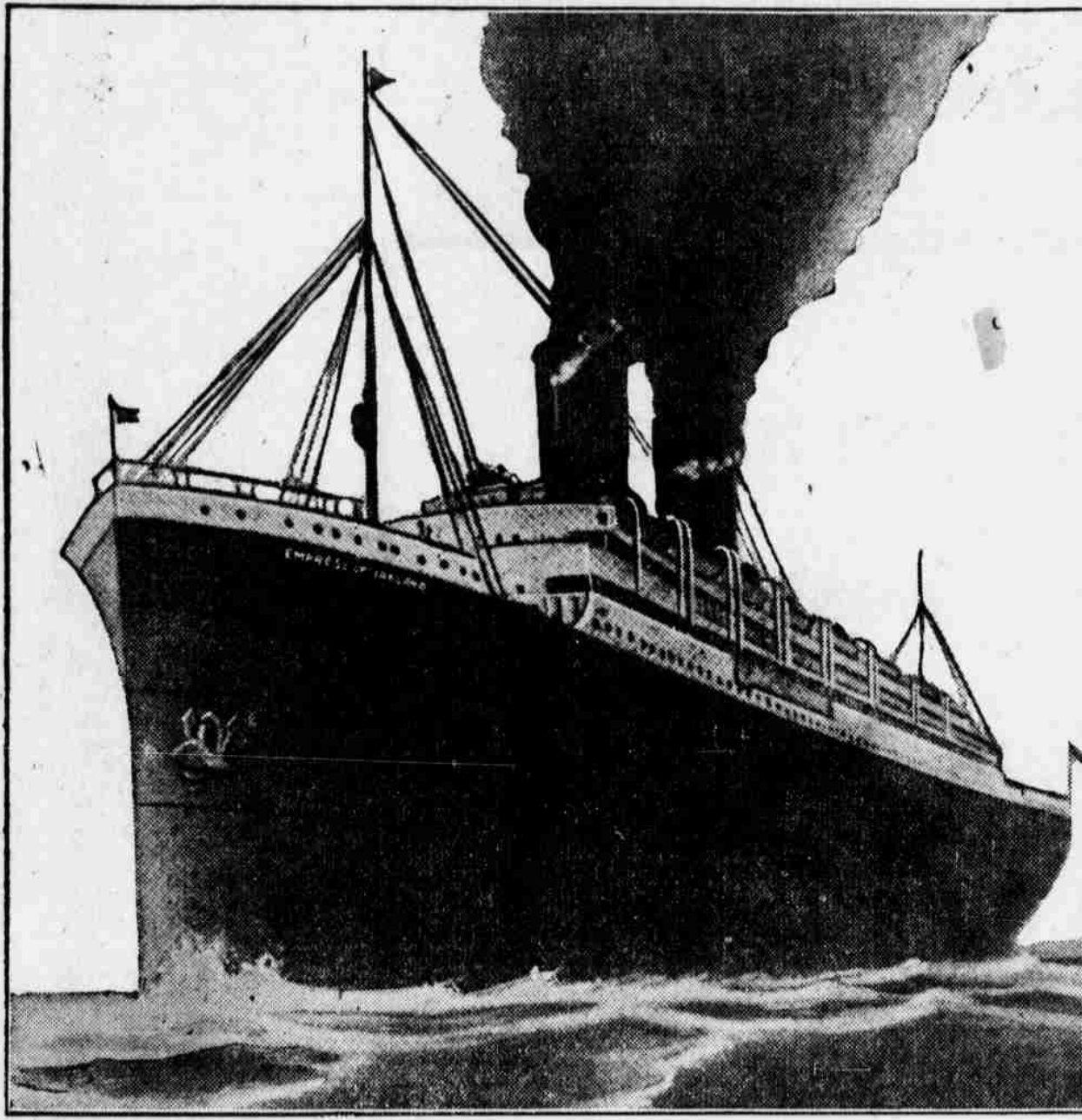


LOST OCEAN LINER EMPRESS OF IRELAND



964 PERISH IN SEA DISASTER

Great Liner Goes to Bottom at Mouth of St. Lawrence River Following a Collision With a Collier.

Rimouski, Que., May 31.—Nine hundred and sixty-four persons lost their lives Friday morning when the great Canadian Pacific twin screw liner Empress of Ireland was rammed amidships in a thick fog off Father Point in the St. Lawrence and sunk by the Norwegian collier Storstad.

Four hundred and three survivors were picked up from floating wreckage and two lifeboats.

And only 12 of the saved are women.

Gathered piecemeal from survivors the horror of this wreck grows with the telling.

Waters Quickly Engulf Ship.

The doomed ones had little time even to pray. They were engulfed by the onrushing waters that swallowed the big ship inside of nineteen minutes from the time she was struck.

The wireless operators on the Empress, sticking to their posts to the last, had time only to send a few "S. O. S." calls for help when the rising waters silenced their instruments.

That silence told the rescuers miles away more potently than a bugle that doom had overtaken the ship.

Only six hours before this fateful collision the passengers sang as a good-night hymn "God Be With You Till We Meet Again," played by the Salvation Army band on board.

The members of that band and most of the 165 Salvationists were among the lost.

Survivors Tell of Fog.

It was foggy, according to survivors, when the Empress of Ireland, a steel-hulled, steel-bulkheaded ship of more than eight thousand tons, left Montreal at 4:30 Thursday afternoon in command of H. G. Kendall of the Royal Naval Reserve, one of the most skilled of transatlantic navigators.

Forest fires also obscured the atmosphere and the big ship, in charge of a pilot, proceeded slowly on her way to sea.

At midnight the pilot aide left near Father Point, shouting a merry "Bon Voyage" as he went down their ladder to his waiting boat.

The darkness at this time was intense and the ship under the slowest speed possible with steerageway held her course. Her decks were deserted.

The passengers had all sought their berths with no thought of impending death.

Out of the darkness, on the port side, soon after 2:30 in the morning there loomed the little Norwegian collier, not half the size of the Empress, but fated to be her destroyer.

Not until the collier was almost abreast of the big liner was the danger known on either ship. The fog had blotted out the lights as well as the port and starboard lights of both ships.

Quick orders trumpeted on both vessels were heard. But they came all too late.

Strikes Ship Amidship.

The steel-pointed prow of the Storstad struck the liner amidships and then forged aft, ripping and tearing its way through the Empress of Ireland.

Clear to the stern of the Empress of Ireland was this great steel shoving out from her side, from the top of the

hull far below the water line. Into that rent the water poured with the force of a Niagara.

The bow of the Storstad smashed its way through berths on that side of the ship, killing passengers sleeping in their berths and grinding bodies to pieces.

Reaching the stern of the big liner, the Storstad staggered off in the darkness, her bow crumpled by the impact.

Her commander was ready a few minutes later, when he found his ship would float, to aid the crippled and sinking Empress, but he was too late to save the majority of those on board.

Carried to Bottom.

The Empress of Ireland recoiled almost on her starboard beam ends from the blow of the collier and passengers were flung from their berths against the walls of their staterooms.

Many were stunned and before they had time to recover were carried to the bottom with the ship.

The vast torrents pouring into the great gash on the port side, aft, filled the corridors and flooded every stateroom abaft the midship section inside of four minutes.

There was never a chance for the helpless ones in the after cabins and staterooms of the liner. With her port side laid open for half its length from the midship section to the stern, a seive had more chance to float than the Empress of Ireland, and the trapped passengers in that after section were doomed from the moment the Storstad struck.

Reeling from the blow the ship began to settle almost immediately as the water rushed into the big rent.

From the forward cabins, however, men and women in night attire stumbled along the corridors and up the companion way to the promenade deck—the deck below, the one on which the boats rested.

Swarm to Deck.

Up they swarmed on deck in their night clothing to find the ship heeling away to port and the deck slanting at a degree that made it almost impossible to stand even clinging to railings.

Men and women, shrieking, praying, crying for aid that was fated to arrive too late, fell over one another in that last struggle for life on board the doomed Empress of Ireland.

Frenzied mothers leaped overboard with their babies in their arms. Others knelt on deck and tried to pray in the few moments left to them. Some were flung overboard by the heeling of the sinking ship and some broke their legs or arms in trying to reach the lifeboats.

Above the din of the struggle on the great promenade deck could be heard Captain Kendall shouting commands for the launching of the lifeboats. Several were launched in the 19 minutes that the ship floated.

There was no time to observe the rule "Women first" in this disaster, for those nearest the boats scrambled to places in them.

But even as they were being launched, while the wireless still was calling "S. O. S." there came a terrific

explosion that almost rent the ship in twain.

It was the explosion of the boilers struck by the cold water. A geyser of water shot upward from the midship section, mingled with fragments of wreckage, that showered down upon the passengers still clinging to the rails forward and upon those struggling in the water.

The explosion destroyed the last hope of the ship's floating until succor could arrive, for the shock had smashed the forward steel bulkhead walls that had up to then shut out the torrents invading the after part. The water rushed forward and the Empress of Ireland went swiftly to her doom, carrying down with her hundreds of passengers who stood on her slanting deck, their arms stretched upward and their last cries choked in the engulfing waters.

One of the survivors, relating that last tragic scene on the decks of the liner, said:

"I was asleep like most of the passengers when the collision came. There was a sickening crunching of wood and steel and then a grinding, ripping sound as the Storstad smashed her way along the port side of our ship."

"I knew that we had been struck and I rushed to the staterooms of some friends and shouted to them to get up, as the ship was sinking. Stateroom doors flew open all along the corridor and men and women began to rush for the grand companion forward. Those aft must have been drowned in their berths."

Darkness Is Intense.

"On deck officers of the ship, partially dressed, were rushing about urging passengers to be calm. Sailors under orders were trying to launch the lifeboats."

"The darkness was intense and a few minutes after I reached the deck the electric lights went out. At that time there were still hundreds of passengers below trying to grope their way through the darkened corridors to the companionway and reach the deck. Most of them went down with the ship, for the corridors below filled right after the explosion of the boilers."

"I leaped overboard in despair just before the ship went down and managed to find a bit of wreckage to which I clung."

Intense darkness covered the waters when the Empress of Ireland made that final plunge, but the fog lifted a few minutes later and then came the first faint streaks of dawn.

It lighted waters strewn with wreckage and struggling passengers, who strove to keep afloat.

The crippled Storstad, which had wrought this tragedy of the waters, had lifeboats out picking up as many survivors as possible.

The gray dawn revealed the government steamers Lady Evelyn and Eureka near the scene of the disaster and hastening to aid.

Some of those in the water tried to swim to the Eureka as she neared the point where the Empress had gone down. One woman, wearing only an undervest, swam to the Lady Evelyn, and was helped on board, but died of exhaustion soon afterwards.

The work of rescue still was going on when the sun arose in a cloudless sky.

Men and women were clinging to spars and bits of broken planks. Many of the survivors were injured. Some had broken legs, others fractured arms and still others had been injured internally in that last mad rush to get away from the sinking liner.

Women clinging with one hand to little ones, while with the other they tried to keep clutch on pieces of wreck-

age, were picked up by the lifeboats and carried on board the rescuing vessels.

Captain Kendall, dazed and unable to give any coherent account of the loss of his ship, was found clinging to a broken spar.

J. W. Longley, rancher, of Canford, B. C., went down with the ship, but held his breath, and, coming to the surface, found a piece of wreckage and clung to it until picked up.

One of the survivors, in explaining the quickness with which the Empress of Ireland went down, said:

"The collier, being only something over 3,000 tons, did not reach up even to the upper or topmost deck of our hull. Her bow cut under the upper deck and took a peeling off the side of our ship that allowed the water to rush into the lower decks. Then the liner heeled over, and even those in the superstructure deck rooms had no chance to save themselves. Hundreds of them must have been dumped out of their berths and slammed against the walls with stunning force."

Scenes on Shore.

Father Point, Que., May 29.—"The Empress of Ireland passed and landed her pilot here at 1:30 this morning," said an official of the Canadian Pacific. "There was a haze at the time. At 1:50 a. m. I was awakened by an 'S. O. S.' ring on my door bell and, rushing down, was informed by a Marconi operator that the Empress of Ireland was sinking, having been struck by some vessel. In undress I started to help. No other signal could be got from the doomed vessel. She had no time to give another, as she sank ten minutes after being struck."

Mr. Whiteside, manager of the Marconi station, rendered effective service by notifying the government steamer Eureka at Father Point wharf, and the Lady Evelyn at Rimouski wharf.

Help Rushed to the Scene.

"Capt. J. B. Belanger of the Eureka immediately rushed to the scene and Captain Pouliot, with the Lady Evelyn, followed later, his ship being three miles farther away."

"Meanwhile daylight broke and scanning the horizon with a telescope I saw the two government steamers, nine lifeboats and a collier in the vicinity, going here and there. Later the Eureka arrived at Father Point wharf with 32 survivors and several poor drowned bodies, also several of the survivors who had been wounded."

Agent in Narrow Escape.

"The scene on the Eureka was most distressing, the survivors walking around their dear shipmates, stretched out in their last sleep. The Eureka was sent to Rimouski wharf with all on board, and the Canadian Pacific agent, Mr. Webber, who was here, having just got off the ill-fated vessel with the pilot, engaged all the cabs he could find and telephoned for all possible medical assistance. As the company's agent here, I advised all the survivors that their families would be paid by the Canadian Pacific railroad."

"The Lady Evelyn passed into Rimouski wharf about 4 a. m. with some more survivors and bodies. Among the survivors was Captain Kendall, commander of the ill-fated ship, who was picked up by a lifeboat from the wreckage after the ship had gone down."

Survivors Almost Naked.

"Most of the survivors were almost naked in the cold morning, with the temperature at 35 degrees and white frost on the ground."

"At 6:10 the Norwegian collier Storstad, coal laden, from Sydney, N. S., for Montreal, came along slowly. When her bow had been smashed in it became known that she was the vessel that had struck the Empress of Ireland the fatal blow. The Storstad was too much damaged to allow her to proceed to Quebec under her own steam, but before proceeding she landed a few survivors and some dead bodies, which were taken off by the steamer Eureka and Lady Evelyn and landed on the Rimouski wharf."

Sing "God Be With You." On Ship.

Montreal, Que., May 30.—When the liner Empress of Ireland steamed away from here Thursday she carried 165 members of the Salvation Army from the United States and Canada, bound for the world convention in London. To the accompaniment of the army band, they were singing "God Be With You 'Till We Meet Again."

Thisrelude to the accident in the St. Lawrence made the disaster a near parallel to the sinking of the Titanic, whose passengers sang, "Nearer, My God, to Thee," as the White Star liner went down.

Irving, Actor and Author.

New York, May 31.—Lawrence S. B. Irving, drowned on steamship Empress of Ireland, is an actor, author and manager. He received his education at Marlborough college, College Rollin, Paris, and spent three years in Russia studying for foreign office. His plays are widely known. In 1908 and 1909 he presented sketches of his own authorship in England and America. On May 3, 1910, Mr. Irving addressed the Equal Suffrage league at New York.

Scenes at Liverpool.

Liverpool, May 30.—Pathetic scenes were enacted at the office of the Canadian Pacific railway in this city Friday. Crowds of weeping men and women begged for news of the officers and crew of the Empress of Ireland, the majority of whom were gathered here. When confirmation of the disaster was received several of the women fainted. Friday's scenes were a duplicate of those witnessed at the time the Titanic went to the bottom.

TENNESSEE PRESS ASSOCIATION MEETS

EXTENSIVE PLANS MADE FOR ENTERTAINMENT OF STATE EDITORS IN MEMPHIS.

BUSINESS MEN'S CLUB OPEN

Banquet at Hotel Chisca, With Garden Party at Fair Grounds, Boat Ride, Auto Ride and Reception on Top of Exchange Building.

—Nashville.

Extensive plans for the entertainment of the Tennessee Press Association, which will hold its annual meeting at Memphis, were completed at a meeting of the entertainment committee of the Business Men's Club, of which Paul Towner is chairman.

The headquarters for the association will be at Hotel Chisca, and the Business Men's Club has offered its rooms for the business meetings of the association.

Among the features of the meeting will be a banquet at Hotel Chisca for the editors, which will be given by A. L. Parker of the Memphis Hotel Company; a garden party at the Fair Grounds by the Tri-State Fair Association; a boat ride on the river, an auto ride to the Zoo and through the parks by the Business Men's Club and an informal reception in the Chikasa Club rooms and on top of the Exchange building.

The address of welcome will be delivered by Thomas R. Winfield, president of the Business Men's Club.

The last meeting of the association was held at Columbia, and there were about fifty editors present. Fully seventy-five are expected to be at this meeting.

Unless the long established precedent of the association is changed, T. L. Turner, the first vice-president, will succeed to the office of president. Rutledge Smith of Cookeville as secretary of the association.

The programme follows: Annual address, A. N. Sherman, president.

Address, C. P. J. Mooney. Relation of city and county newspapers, J. I. Finney, Columbia Daily Herald.

"What Is the Proper Subscription Price of the Country Weekly?" Ed Albright, Gallatin News.

"Is Clubbing With the Daily Press Beneficial to the Country Weeklies?" John R. Rison, Paris Post-Intelligencer.

"Country Correspondence," John C. Rogers, Dyersburg State Gazette.

"Cost of Printing in the Country Shops," W. M. Featherly, Harriman.

"Service," Rutledge Smith, Cookeville Press.

"Industrial Tennessee and Her Needs," C. C. Gilbert, secretary Tennessee Manufacturers' Association.

New Text Books.

The contracts for the text-books recently adopted are now being closed in the office of Gov. Hooper. The text-book commission did not quite complete its work, but will reconvene about the middle of June, when high school books will be adopted.

A few cents off on a text-book, of which several hundred thousand will be sold, amounts to a large sum. It has been figured in the office of State Superintendent Thompson that the reduction in the prices of the books already adopted will amount to the approximate sum of \$100,000. This saving to the people will doubtless be increased when the remainder of the book adoptions is completed.

It is also pointed out that this saving to the people has not been accomplished at the expense of merit in the books. The commission exerted itself to improve the books wherever a change was made.

Even in the instances where books were readopted, the commission, as a rule, succeeded in getting a lower price. For example, the history of Tennessee was cut from 75 cents to 60 cents.

Several new features are embraced in the contracts in connection with the matter of exchanging old books for new ones.

One of these is that even where the same book has been readopted, the school child is permitted to exchange an old book for a new one by paying the usual exchange price. The exchange provision has only applied heretofore where a new book has been adopted. The new arrangement will enable children to turn in their dirty, dog-eared and unsanitary books for new ones, although the old book has been readopted. This privilege will undoubtedly be exercised by many children.

Primary Called.

The Tipton county Democratic executive committee has called a primary to nominate a Democratic candidate for register of Tipton county. A legalized primary will be had Saturday, June 27.

Makes Escape.

While at work on the prison farm, Jack Trawick, aged 28 years, sent up from Dickson, Tenn., to serve a term of seven years, evaded the watchfulness of the prison guards and successfully made his escape.

Rye Nominated.

General Thomas C. Rye of Henry county, attorney for the Thirteenth circuit, was nominated for governor, and George N. Welch of Davidson was chosen for state railroad commissioner by the State Democratic Convention. Judge Robert Burrow of Bristol was named for supreme court judge, but from the first hour to the last of the two conventions there was confusion and turmoil. Larger than any convention held in years, and marked by more enthusiasm and fighting spirit than that which marked the historic Patterson-Cox convention of 1906, the gathering which concluded its work was never equalled.

The last battle came over the governorship, or rather as to who should be the nominee for governor; the naming of a candidate for railroad commissioner was made by-play. In the contest the cities lined up against the country, and the country won. Davidson, Shelby, Hamilton and Knox, the big city counties, finding themselves on the losing side, got behind Judge Sidney J. Everett of Madison, and made a heroic fight for his selection.

Mayor Crump of Memphis was in the forefront of this struggle, and he was ably seconded by the managers of Preston, Roberts, Hardwick and Berry. But neither Roberts nor Preston could hold all of their men, and after a most exciting scene, General Rye won out by a narrow margin. Then Hamilton county moved to make the nomination unanimous, and this motion was joined in by Shelby and other counties.

After the nomination Gen. Rye was brought into the hall, and made a brief speech of acceptance. When he concluded the other candidates, Judge Everett, Thomas R. Preston, Mr. Hardwick, Mr. Berry and Judge Roberts came in and made harmony speeches. Each pledged himself to do all he could for the nominee. The enthusiasm which marked the convention, despite the high tension between the partisans of the opposing candidates, is believed to be an augury for success in November.

Not a note of discord was heard of the convention, although there was evidence of a bit of soreness among the city administration of Nashville, who lost out in the county fight.

The new state executive committee announced is as follows:

First District—E. K. Bachman of Bristol and Thad Cox of Johnson City.

Second District—W. T. Kennerly of Knoxville and J. H. Bandren of Jefferson City.

Third District—J. T. Foust of Chattanooga and L. D. Hill of Sparta.

Fourth District—H. B. McGinnies of Carthage and Edward A. Albright of Gallatin.

Fifth District—George Goodrich of Fayetteville and Eugene Hendon of Smithville.

Sixth District—V. H. Sharp of Nashville and John T. Cunningham of Clarksville.

Seventh District—Irving McGrew of Pulaski and J. B. Walker of Centerville.

Eighth District—R. F. Spraggins of Jackson and W. T. Morris of Camden.

Ninth District—E. T. Weakley of Dyersburg and W. W. Baird of Humboldt.

Tenth District—L. E. Guin of Covington and B. F. Murrell of Somerville.

Governor Takes Trip.

Gov. Hooper, accompanied by several members of the Tennessee Highway commission, will spend several days in Georgia inspecting the convict road system of that state. The commissioners, coming by diverse routes, will meet in Atlanta and will, during their stay, visit several counties where the Georgia state convicts have done road work.

The trip is made at the invitation of Gov. John M. Slaton of Georgia, extended to Gov. Hooper some time ago. The Tennessee party will be greeted by R. E. Davidson, chairman of the prison commission, who will arrange their trip so as to enable them to get the most comprehensive view possible of the working of the system.

The Best Speech.

One of the best speeches of the convention contained only about ten words. A gentleman arose and said, "I hail from the blue grass regions and rippling streams." This was too much for the delegates and they immediately howled him down.

Burrow Nominated.

The Judicial Convention ended immediately after Judge Robert Burrow of Bristol had been nominated for the State Supreme Court. The candidacy of Judge Burrow was unanimously endorsed, no other candidate being before the convention.

Rye Delegates Careless.

During the Rye and Preston demonstrations near the press tables on the speakers' platform the interesting fact was noticed that the Rye delegates were worst about stepping on one's feet than are the Preston supporters.

Alexander Gets Medal.

Through a clerical error the medal in the Tennessee oratorical contest recently held at Cumberland university was wrongly awarded. The error having been discovered, the correct award has now been made to the Southwest representative, W. A. Alexander.

Serenade Candidates.

The Preston Chattanooga Band, before the convention assembled, went to all the headquarters of the gubernatorial candidates and serenaded them.

MRS. LYON'S AGES AND PAINS

Have All Gone Since Taking Lydia E. Pinkham's Vegetable Compound.

Terre Hill, Pa.—"Kindly permit me to give you my testimonial in favor of Lydia E. Pinkham's Vegetable Compound. When I first began taking it I was suffering from female troubles for some time and had almost all kinds of aches—pains in lower part of back and in sides, and pressing down pains. I could not sleep and had no appetite. Since I have taken Lydia E. Pinkham's Vegetable Compound the aches and pains are all gone and I feel like a new woman. I cannot praise your medicine too highly."—Mrs. AUGUSTUS LYON, Terre Hill, Pa.

It is true that nature and a woman's work has produced the grandest remedy for women's ills that the world has ever known. From the roots and herbs of the field, Lydia E. Pinkham, forty years ago, gave to womankind a remedy for their peculiar ills which has proved more efficacious than any other combination of drugs ever compounded, and today Lydia E. Pinkham's Vegetable Compound is recognized from coast to coast as the standard remedy for women's ills.

In the Pinkham Laboratory at Lynn, Mass., are files containing hundreds of thousands of letters from women seeking health—many of them openly state over their own signatures that they have regained their health by taking Lydia E. Pinkham's Vegetable Compound; and in some cases that it has saved them from surgical operations.

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CARTER'S LITTLE LIVER PILLS never fail. Purely vegetable—act surely but gently on the liver. Stop after dinner distress—cure indigestion, improve the complexion, brighten the eyes. SMALL PILL, SMALL DOSE, SMALL PRICE.

Genuine must bear Signature

Does Away With the Comma.

In his latest poem, "Narcissus," Robert Bridges, the English poet laureate, has banished the comma entirely, so that a procession of adjectives may be taken at the reader's option, as separate qualities, or as qualifying each other. Thus one may call his hero "almighty wondrous," or regard him as being both. Mr. Bridges' principles of punctuation are not obvious. He loves the exclamation mark, using it five times in the 28 lines of the poem, and sprinkles dashes about with prodigality. He adopts the colon and does not slight the interrogation mark, while using now and then a full stop.

Mrs. Agnes Hoverner Timme, owner of the Milwaukee baseball club, is studying for grand opera.

Good Cause for Alarm

Deaths from kidney diseases have increased 75% in twenty years. People overdo nowadays in so many ways that the constant filtering of poisoned blood weakens the kidneys.

Beware of fatal Bright's disease. When backache or urinary ills suggest weak kidneys, use Doan's Kidney Pills. Drink water freely and reduce the diet. Avoid coffee, tea and liquor.

Doan's Kidney Pills command confidence, for no other remedy is so widely used or so generally successful.

A Tennessee Case

"For years I was in bed shape and often unable to walk on account of kidney trouble," says H. R. Lunn, of Main St., Franklin, Tenn. "The kidneys were so weak and painful and morning I felt all worn out. I was in bed for six weeks, hardly able to move. When I heard about Doan's Kidney Pills, I bought them and before long the pains left me. I gained twenty-five pounds in weight and was free from every symptom of kidney trouble."

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